



AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.

Number:

CF-2025-64

Effective Date:

15 December 2025

ATA:

52

Type Certificate:

H-107

Subject:

Doors – Sliding Door Lower Roller disengagement

Applicability:

Bell Textron Canada Limited (BTCL) model 429 Serial Numbers (SN) 57001 through 57447, 57449 through 57507 and 57509 through 57538.

Compliance:

Within 12 months from the effective date of this AD, unless already accomplished.

Background:

BTCL received reports of sliding doors jamming when opened from the interior of the helicopter. The condition was found to be caused by the aft lower roller assembly, part number (PN) 429-030-897-101, disengaging from the aft lower rail, PN 429-030-575-103.

Due to the impact on egress in the event of an emergency, this AD is issued to correct the potential jamming condition.

Corrective Actions:

For the purposes of this AD, the following definitions apply:

The ASB: BTCL Alert Service Bulletin (ASB) 429-15-22 Revision B, dated 20 March 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Group 1 Helicopters: BTCL Model 429 helicopters, SN 57001 through 57080 with pre-ASB Configuration 1 as defined in the ASB.

Group 2 Helicopters: BTCL Model 429 helicopters, SN 57081 through 57255 and 57257 through 57292 with pre-ASB Configuration 2 as defined in the ASB.

Group 3 Helicopters: BTCL Model 429 helicopters, SN 57256, 57293 through 57447, 57449 through 57507 and 57509 through 57538 with post-ASB Configuration.

Part I – Lower AFT Bracket and Rail Cavity Inspection and Repair

For Group 1, Group 2 and Group 3 helicopters: inspect the lower aft bracket and rail cavity for contact marks and repair or replace any affected parts in accordance with the accomplishment instructions in the ASB.

Part II – Roller Configuration Modification – Group 1 Helicopters

Modify the roller configuration to the post-ASB configuration in accordance with the accomplishment instructions in the ASB.

Part III – Roller Configuration Modification – Group 2 Helicopters

Modify the roller configuration to the post-ASB configuration in accordance with the accomplishment instructions in the ASB.

Part IV – Roller Configuration Inspection and Modification – Group 1, Group 2 and Group 3 Helicopters

For Group 1 helicopters that have accomplished Part II of this AD, Group 2 helicopters that have accomplished Part III of this AD and Group 3 helicopters:

- a. Trace a minimal engagement line around the roller cap in accordance with the accomplishment instructions in the ASB.
- b. Operate the sliding door and inspect for the conditions specified in Table 1 below in accordance with the accomplishment instructions in the ASB.

Table 1 – Inspection Conditions

Condition A	The minimal engagement line is visible throughout the entire travel as specified in the ASB.
Condition B	The gap between the lower aft bracket and the rail is smaller than 0.050 inch or if at any point, the lower aft bracket is in contact with the rail, as specified in the ASB.
Condition C	The roller cap and bearing are in contact with the rail retaining screws, as specified in the ASB.

- c. If any of the conditions specified in Table 1 are detected during the inspection, before further flight, modify the roller assembly or support assembly in accordance with the accomplishment instructions of the ASB until none of the conditions specified in Table 1 are present.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 1 December 2025

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